

## **AMENDMENTS TO THE SPECIFICATION**

Please replace paragraph number [0003] with the following rewritten paragraph:

[0003] The disclosed power unit mount structure, as illustrated here in FIG. 6, comprises a lower case member 102 having a lower attachment bolt 101, a flanged cylindrical member 104 having an upper attachment bolt 103, and a rubber member 106 chemically bonded to the lower case member 102 and the flange member 104 to elastically connecting them together. The flanged cylindrical member 104 is embedded in the rubber member 106 such that the rubber member 106 includes an upper abutment portion 108 formed on a lower surface of an upper annular flange 107 of the cylindrical member 104, a lower abutment portion 112 formed on an upper surface of a lower annular flange 111 of the cylindrical member 104, and a circumferential abutment portion 114 formed on a cylindrical surface of a body 113 of the cylindrical member 104 disposed between the upper and lower abutment portions 108 and 112. An upper case member 118 is clinched at a lower end to the lower case member 102 and narrowed at an upper end so as to form a ring-like stopper portion 117 received in an annular space defined between the upper and lower abutment portions 108, 112 and the circumferential abutment portion 114 of the rubber member ~~105~~106.

Please replace paragraph number **[0020]** with the following rewritten paragraph:

**[0020]** To support a power unit assembly composed of the engine 10 and the transmission 11 a plurality of mounts are used. These mounts include a front mount 31 disposed below a substantially central portion of a front part of the power unit assembly, a rear mount 32 disposed below a substantially central portion of a rear part of the power unit assembly, an engine side mount 33 disposed on a side of the engine 10, a ~~mission-transmission~~ upper mount 34 disposed above an end portion of the transmission 11 which is farthest from the engine 10, and ~~mission-transmission~~ lower mounts 36, 37 disposed below the farthest end portion of the transmission 11. The engine side mount 33 constitutes the power unit mount structure according to the present invention. The engine side mount 33 is attached to the engine 10 via a mount bracket 38, on one hand, and attached to the right plate 27 directly, on the other. The right plate 27 forms part of a vehicle body.

Please replace paragraph number **[0021]** with the following rewritten paragraph:

**[0021]** Reference numeral 41 shown in FIG. 1 denotes an intake manifold of the engine 10. Similarly, numeral 42 denotes an exhaust pipe connected to an exhaust manifold, ~~not shown, (not shown)~~ of the engine 10. Numeral 45 denotes a stabilizer, numeral 46 denotes brackets used for attaching the stabilizer 45 to the longitudinal sub-frame members 21, 22, and numeral 47 denotes a suspension arm.

Please replace paragraph number **[0023]** with the following rewritten paragraph:

**[0023]** The engine side mounting member 51 includes a cylindrical shaft portion 58. The shaft portion 58 has an upper part cut or removed at diametrically opposite sides so as to form two parallel flat surfaces 54 and 56 extending axially of the shaft portion 58. The upper part of the shaft portion ~~58A-58~~ also has a radial through-hole 57 opening at opposite ends to the flat surfaces 54, 56. A screw 78 (FIG. 3) is inserted through the through-hole 57 so as to secure the shaft portion 58 to the mount bracket 38 (FIGS. 1 and 3).

Please replace paragraph number **[0026]** with the following rewritten paragraph:

**[0026]** As shown in FIG. 3, the elastic cover 67 has a generally cup-like shape and includes a central sleeve 72 fitted with a cylindrical body 71 of the shaft portion 58 of the engine side mounting member 51, and a downwardly protruding annular land 73 disposed concentrically around the sleeve 72. The sleeve 72 and the annular land 73 are made thicker than the rest of the cover 67. The tubular body 61 of the body side mounting member 52 has an upper end portion narrowed or reduced in diameter so as to form a tubular neck 74. The tubular neck 74 extends around the sleeve 72 of the cover 67 which is fitted around the cylindrical body 71 of the shaft portion 58 of the engine side mounting member 51. The tubular neck 74 has an inner cylindrical surface 74a facing an outer cylindrical surface of the sleeve 72. An open upper end 74b of the tubular neck 74 is normally disposed beneath at least an inner part of the annular land ~~74-73~~ of the elastic cover 67 for abutment with the

annular land ~~74~~73 when the cover 67 is displaced downward due to downward movement of the shaft portion 58. A semi-circular guide ring 80 is fitted around the tubular neck 74 and extends along a circumferential portion of the tubular neck 74 which is disposed below the mount bracket 38. The guide ring 80 has an upper surface 80a lying flush with the upper end 74b of the tubular neck 74 for controlling the elastic deformation of the annular land 73 in a desired manner when the land 73 is compressed by and between the mount bracket 38 and the upper end 74b of the tubular neck 74, as will be described later.

Please replace paragraph number **[0032]** with the following rewritten paragraph:

**[0032]** As the downward movement of the shaft portion 58 further continues, the lower surface 38a of the mount bracket 38 comes in contact with an upper surface of the end wall of the cup-shaped elastic cover 67 and, subsequently, a portion of the cover end wall including the annular land 73 is compressed by and between the mount bracket 38 and the upper end 74b of the tubular neck 74. In this instance, the annular land ~~74~~73 is elastically deformed into an axially compressed and radially extended configuration and the guide ring 80 with its upper surface 80a lying flush with the upper end 74b of the tubular neck 74 operates to control the elastic deformation of the annular land 73 in such a manner that the portion of the cover end wall including the annular land 73 elastically deforms into a flattened configuration, as shown in FIG. 4B. In the position shown in ~~FIG. 4~~FIG. 4B, the shaft portion 58 is downwardly displaced from its original position by a distance M2 and, by virtue of the elasticity of the cover end wall portion including the annular land 73

being thus compressed between the mount bracket 38 and the annular neck 74 and also between the mount bracket 38 and the guide ring 80, further downward movement of the shaft portion 58 does not occur.

Please replace paragraph number **[0034]** with the following rewritten paragraph:

**[0034]** FIG. 5B is a view similar to FIG. 5A, but showing a condition in which the shaft portion 58 is displaced in a radial direction (leftward in FIG. 5B) over a distance M4 from the original position of FIG. 3 due to a force F applied ~~from~~from the engine 10 (FIG. 1) to the mount bracket 38. In this condition, the sleeve 72 of the elastic cover 67, which has been displaced leftward together with the shaft portion 58, is in pressure contact with the inner cylindrical surface 74a of the tubular neck 74. The sleeve 72, by virtue of its elasticity, can absorb impact shock and eventually stop radial movement of the shaft portion 58.